

in and around Manila and the way to be more deadly than King Jorgensen. "What was Aquinaldo's price?" says it was \$7,000,000. "Was it worth it?" "Seeing that was costing that much a week I think was well worth it," replied Mr. McEvoy.

NEW ADVERTISEMENTS

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

DURING the Temporary Absence of the undersigned from the Colony, Mr. WILLIAM ARTHUR SIMS has been authorised to act for the Local Manager, W. H. T. DAVIS, Local Manager.

Hongkong, 6th August, 1901. [1890]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that in accordance with Article IX paragraph 3, of the Articles of Association of the Company, the following shares have been forfeited:—

1891—11000
11284—11335
11534—11585
11736—11885
14386—14485

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 6th August, 1901. [1885]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on **TUESDAY**, the 13th August, 1901, at 2.30 p.m., at No. 5, CAINE ROAD (The Residence of Captain Messers), **THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE**, comprising—

TEAK SIDEBOARD, DINING TABLE, CHAIRS, GLASS AND CROCKERY WARE, CURTAINS, CARPETS, RUGS, &c., &c.
BRASS-MOUNTED DOUBLE BED-STEAD, WARDROBE WITH MIRROR, BUREAU, WASHSTAND, TOILET CROCKERY, &c., &c.
TAPESTRY COVERED EASY CHAIRS, RATTAN CHAIRS, CHROMOS, ORNAMENTS, MARBLE CLOCK, WRITING DESK, &c., &c.

TWO BICYCLES in good condition, and **A COTTAGE PIANO** by Collard and Collard.

On view from Monday, the 12th August. Catalogues will be issued.

TERMS: Cash on delivery.

GEORGE P. LAMMERT, Auctioneer.
Hongkong, 6th August, 1901. [1886]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZESS HEINE," OF THE NORDDEUTSCHER LLOYD.

The above-named steamship having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before **NOON TO-DAY**, 6th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on **TUESDAY**, the 13th August, and **THURSDAY**, the 15th August, at 9.30 A.M.

All claims must be made up before the 17th August, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 5th August, 1901. [1890]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIBIRIA," arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before **NOON TO-DAY**.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, HONGKONG OFFICE.
Hongkong, 5th August, 1901. [1897]

THE CHINA MUTUAL STEAMNAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"YANGTSE," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst., at 2 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before to-day, 5th inst.

JARDINE, MATHESON & CO., Agents.
Hongkong, 5th August, 1901. [1890]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SIBIRIA," Captain Porzelius will be despatched for the above ports **TO-MORROW**, the 7th inst., at **DAYLIGHT**.

This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to **HAMBURG-AMERICA LINE, HONGKONG OFFICE.**
Hongkong, 6th August, 1901. [1898]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain We'll, will be despatched as above on **THURSDAY**, the 8th inst., at 4 p.m.

This Steamship has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.**
Hongkong, 5th August, 1901. [1882]

THE EAST ASIATIC CO., LIMITED.

NOTICE TO SHIPPERS.

FOR SHANGHAI PORT ARTHUR AND VLADIVOSTOK.

THE Company's Steamship

"ANNAM," Captain Jensen, due here about **FRIDAY**, the 9th inst., will load here as above and will have quick despatch.

For Freight or Passage, apply to **MELCHERS & CO., Agents.**
Hongkong, 5th August, 1901. [1894]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, ANTWERP AND THE STRAITS.

THE Steamship

"GLENMURRET," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. **TO-DAY**.

Goods not cleared by the 11th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MELCHERS & CO., Agents.
Hongkong, 5th August, 1901. [1883]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the First Quality Extra-Dry (Green Seal).

LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May 1900. [1271]

AUCTION

PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have received instructions from the Vendors to sell by Public Auction in SIX LOTS

VALUABLE LEASEHOLD PROPERTY.

Situate at Yamatote in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 and 285.

on **MONDAY**, the 12th day of August, 1901, at 3 p.m., on the Premises.

The following is a description of the Property—

Lot 1. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the Messuage or Tenement thereon known as No. 11, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

Lot 2. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

Lot 3. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the Messuage or Tenement thereon known as No. 15, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

Lot 5. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

Lot 6. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 285 together with the Messuage or Tenement thereon known as No. 21, Reclamation Street, Yamatote. Area 750 square feet. Annual Crown Rent \$10.

All the above 6 Lots are held from the Crown for the term of 75 years.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to

HUGHES & HOUGH, Auctioneers.
Hongkong, 29th July, 1901. [1893]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from W. D. BRAIDWOOD, Esq., to sell by Public Auction, on **TO-DAY (TUESDAY)**, the 6th August, 1901, at 2.30 p.m., at "CHAIRGROVE," Caine Road, **A QUANTITY OF HOUSEHOLD FURNITURE**, also

SUNDRY SCHOOL FORMS AND DESKS, &c. (Full particulars from Catalogue.)

On View from Monday, the 5th August. **TERMS:** Cash on delivery.

GEORGE P. LAMMERT, Auctioneer.
Hongkong, 1st August, 1901. [1949]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, **TO-DAY (TUESDAY)**, the 6th August, at 3 p.m., alongside Douglas S.S. Co.'s Wharf, **ONE STEAM LAUNCH**, Length, 47 feet; Beam, 8 feet; Depth, 5 feet 6 inches; Cylinders, 5 inches by 74 inches. Built in 1895.

Hull, Engines and Boiler thoroughly overhauled in November, 1900; and all Copper on her Bottom renewed—Non-Condensing.

TERMS: As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 30th July, 1901. [1911]

GOVERNMENT NOTIFICATION. No. 395.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, **THIS DAY (TUESDAY)**, the 6th day of August, 1901, at 3 p.m., are published for general information. By Command.

T. SERCOMBE SMITH, Acting Colonial Secretary.
Colonial Secretary's Office, Hongkong, 29th July, 1901. [1944]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (TUESDAY), the 6th day of August, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

Boundary Measurements.

Contents in Acres, Roods, and Perches.

Annual Rent.

Upset Price.

Remarks.

Lot 1. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 2. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 3. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 4. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 5. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 6. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 7. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 8. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 9. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 10. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 11. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 12. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 13. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 14. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 15. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 16. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

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Lot 42. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 43. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 44. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Lot 45. Situated at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75

NOTICES OF FIRMS

NOTICE

THE Business of Messrs. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

Referring to the above, Mr. HALOLD CHATTERTON WILCOX has been admitted a Partner in our Firm from this date.

TURNER & CO. [1874]

TO LET.

TO LET.

NO. 12, BELLILIOS TERRACE.

OFFICES and SHOPS in BRANESFIELD ARCADE.

SMALL GODOWN in DUNDRELL STREET.

For Particulars, apply to—

TURNER & CO. [1878]

TO LET.

A HOUSE in RYON TERRACE.

BLUE BUILDINGS, No. 3, 2ND FLOOR.

THE REFRESHMENT, MOUNT KELLET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [1878]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [1879]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [1882]

TO LET.

THE GODOWN in WEST POINT (Conrad Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.

For Particulars, apply to—

LAURENCE WEGENER & CO. [1878]

TO LET.

IMMEDIATE POSSESSION.

LARGE and WELL-VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.

Apply to—

R. J. REMEDIOS, Mercantile Bank. [1887]

TO LET.

"EASTLEY" UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE.

Apply to—

LAU CHU PAK, Care of A. S. Watson & Co., Ltd. [1883]

TO LET.

NO. 9 SEYMOUR TERRACE, Immediate Possession.

Apply to—

S. STOCKHAUSEN, 23, Queen's Road Central. [1883]

TO LET.

"EIERNSIDE" No. 37, ROBINSON ROAD.

Apply to—

S. A. RAMJAHN, Care of Thomas's Grill Room. [1887]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.

Apply to—

KWONG CHEONG WO, No. 239, Des Vaux Road. [1873]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, No. 72.

Apply to THE PREMISES.

Hongkong, 29th July, 1901. [1897]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD"

21, CAINE ROAD. [1889]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER.

Hongkong, 1st January, 1892.

CARTRIDGES, CARTRIDGES!!

JUST LANDED A NEW STOCK OF

ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE

CHILLED SHOT.

20 BORE CARTRIDGES

16 "

12 "

10 "

8 "

Wm. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [1813]

FOR SALE.

THE GERMAN STEAMER

"MUENCHEN"

4,598 Tons Gross, 2,855 Tons Nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GREAT, TACKLE, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—

MELCHERS & CO., Agents, NORDEUTSCHER LLOYD, Hongkong, 29th June, 1901. [1819]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG-ON. Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY. Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859. Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS. Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Pavia and Hilo.

PHOTOGRAPHERS

A FONG. The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; 100, House Street.

MEE CHEUNG. Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works. Amateurs' Requisites.

M. MUMEY, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO. Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Frigate Central, next Hongkong Hotel.

HISMARCK & CO. Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO. Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND. 43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Grayhound Brand") and Blumfeld, Spence & Co.'s Commission TAILORS.

R. HAUGHTON & CO. Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR. "Los Filipinos," Imports of the Best Manila Cigars; 25, Fottinger Street.

WATCHMAKERS

DROZ & CO. 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

FOR SALE.

20,000 ASSORTED USED POSTAGE STAMPS already washed and in good condition.

Apply, with offer, to—

Care of Office of this Paper. [1883]

Hongkong, 3rd August, 1901. [1883]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC PILES. Prices on Application. [1816]

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Hongkong, 18th December, 1900.

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GEO. MOIR, Manager. [1849]

H. F. CARMICHAEL

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TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition.

A I Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [1854]

FAMOUS PRE-ENT-DAY CRICKETERS.

BY

W. J. FORD.

V.

J. T. HEARNE.

It was a lucky day for Middlesex when a master at a large private school called "The Evelyns," announced to A. J. Webb that they had a youngster bowling to the boys, a Middlesex man by birth, who really seemed promising. The youngster was Jack Hearne, and at the age of 23, in the year of grace 1899, he made his first appearance for Middlesex in the match v. Notts. at Lord's. By getting six men out, including Shrewsbury, Flowers and Scotton, for 62 runs in all, it was quite clear that Middlesex had at last found a bowler, for not only did he get wickets, but his easy flowing style and accurate pitch showed that he was not a bowler of the flash-in-the-pan type, but one who was able to keep up his end as well as to make stickers tremble. However, the net results of the year were nothing remarkable—35 wickets for 22 runs apiece, but in 1891 he got well into his stride with 129 for 11 runs apiece—his best performance as far as mere figures go, and then made the running warm indeed, for in each of the years '93, '96 and '98 he had over 200 wickets, and only missed that number by five in '94. His best year was undoubtedly 1896, with 257 wickets for a trifle over 14 runs each, while—curiously enough—he showed so much batting skill in the same year that he was promoted to the proud position of first-wicket-down, and utterly failed to distinguish himself! It is hard to say in what a bowler's absolutely best performance consists; the reader can therefore select for himself from the few we offer: 8 wickets for 22 runs v. Lancashire on a fast, true wicket in 1891; 9 wickets for 73 v. the Australians in 1896, Giffen being absent, this occurring in the second innings; in the first he had 4 for 4, but Pougher beat this with 5 for 0! In '99 he did the hat-trick against the Australians in the Leeds Test Match, the list of victims reading: "Hill b Hearn, O; Gregory v MacLennan, b Hearn; O; Noble, b Ranjitsingh; b Hearn, O." This is a very pretty little triad of batsmen, and an unknown admirer of Jack sent him, from Ireland, a tiny "topper" in bog oak mounted with silver. Doubtless he got something more substantial as well. In 1898 Jack was absolutely the best bowler in England, his figures showing 222 wickets for 14 runs apiece, but ten wickets have never yet fallen to him in an innings, though, as stated above, he once had all the nine batsmen who faced him, and those the Australian cricketers. Finally, to have done with figures, Jack has taken for Middlesex alone 1,130 wickets in eleven years for about 17 runs per wicket, 1900 being by no means one of his best, as he only had 95 victims. It must not be forgotten that Hearn is well worked by the M.C.C. as well as by the county. His style is overhand, not very high, and the secret of his success a subtle variation both of break and pace, which from its very slightness is the more deceptive. "I played three balls of that sort," said a defeated batsman, "and then he clean bowls me with a fourth of exactly the same kind." The odds are that in that fourth ball there was just the slight difference that defeated the batsman. On a bad wicket, Jack is like all bowlers of any class, most difficult; in his best days his best performances, in the abstract, were on fast true wickets, when his wonderful length saved him from immolation. Yet, strange to say, he had little success in Australia. His break is from the off, but he can bring the ball in from leg as well, and the *cognoissance* aver that he does not use this ball enough. As a batsman he has done some fair performances, at long intervals, his best being to help A. J. Webb to add 198 for the last wicket, Jack's share being 65; he has also scored with some freedom for the Players. His best stroke is a sort of "cut," square to the on: one of these, with 2 to win, and a wicket to go, he effected against Lancashire; the fieldman muffed the catch, and Middlesex consequently won. Jack is proud of this. He is a very decent fieldman, and holds most of his catches. Further he is a capital fellow, and deserved the £1,050 which his benefit produced.

W. GUNN.

William Gunn is one of the very finest batsmen that ever buckled on a pad. Born in 1838, late in December, he first appeared in the Notts team in 1880, a comparatively late debut for a man who was destined to be one of the finest cricketers in England, nor was it till 1885 that he fairly established his reputation, though he had made two fine centuries in the previous year. But when once he had set himself going, there was no end to the motion. A very tall man, perhaps 6ft. 5in. and a bit more, he always had a wonderful command over the ball, though curiously enough, he had no great fancy for forward play, in connection with which fact the Australians used to say "that if Gunn would play forward, we should never get him out." Unlike most tall men, who seem somewhat encumbered by their inches, Gunn has a singularly graceful and elegant style, a style of his own too, which we have never seen reproduced in any other player, except perhaps in Hugh Trumble at his best. As he advanced in experience, possibly it was from imitation of Shrewsbury, his partner in many huge stands, he lost or suppressed much of his freedom in scoring, nor did he ever appear to try to place the ball. His movements were those of a perfectly adjusted machine, that hit the ball, crisply enough, it must be admitted, exactly as it should be hit, i.e. to a well-posted and expectant fieldman; many consequently grumbled at what passed for slow cricket, especially as, like Shrewsbury, he declined many off-balls, and was inclined to use his knee for his bat. Given, however, the necessity, and there was no man who could hit harder or farther, or score faster than Gunn when he

was in the mood. In anything like second-class cricket his hitting was terrific, and we are disposed to think that it was partly indolence that made him prefer the slower and surer methods. To see him field was a sight for which alone it was worth while to watch a match. His long legs carried him over the ground at a great pace, while he was a splendid judge of distance, a very valuable accomplishment, as well. His catching was sure and certain; indeed to be missed by Gunn was a fate that few men have suffered if once those huge hands have got in touch with the ball, while his incessant activity and splendid undoubted return has run many a man out. For the Sussex bowling he had a special penchant, his largest score against that county being 219; but his highest total is 236 made against Surrey in 1888. His finest innings was undoubtedly the 228 made for the Players against the Australians in 1890, on which occasion he gave no possible chance in an innings that lasted for 9½ hours! Altogether he has made 200 or over on seven occasions, with thirty-three other scores that run to three figures, but he has never achieved the double-century. He has only made three centuries against the Gentlemen, twice at Lord's, and once at Hastings, but his 139 of 1898 held the record till Brown beat it in 1900. Not that he has not often been a terrible thorn in the amateur's side; as we find two nineties and an eighty attached to his name, but on the whole his success in this particular match has not been phenomenal. With Shrewsbury—great players often hunt in couples—he has had many long partnerships, the best being 398 v. Sussex in 1890, 312 v. Sussex in 1891, and 319 for Non-Smokers at Melbourne in 1887, while Barnes and he put up 330 for M.C.C. v. Yorkshire in 1885, and in a match of a minor class, M.C.C. v. Northumberland, he and Atwell added 419 for the second wicket, Gunn 219 not out, Atwell 200. To Gunn's grand fielding allusion has already been made: of his bowling we need only remark that he has occasionally gone on with lob: the bowling honours of the name go to his nephew, John Gunn.

C. L. TOWNSEND.

Charlie Townsend made his first appearance in the world in 1876, his first appearance in first-class cricket in 1893, and his age on that auspicious occasion, his birth-month being November, was 16 years and nine months. Middlesex, the opposing county, scored freely from his slow, curly bowling, but for all that man of the type of Stoddart, O'Brien, and Webbe were all much impressed with his powers; indeed he stuck them up at times most considerably. Five wickets for 70 runs against the Australians was, however, a fine performance for the schoolboy, who, by the way, in the same year did the hat-trick against Somerset, all the victims being stumped by W. H. Brain, but it is the fact, we believe, that "hitting orders" had been given to the tail in lieu of closing the innings. Still at Clifton College, in '94, he bowled pretty well for the county, but showed no special batting powers; in '95, however, having left school, he played a large number of county matches, having an average of 20, and 124 victims fell to his arm for less than 13 runs apiece. Though the wet weather of the back end of the season was all in the slow bowler's favour, yet it was felt that this was a very fine performance, and that a new light had probably arisen, as indeed was the case; but unluckily the light chose to shine in its own way, and it was not long before Charles Townsend found out not only that he could bat, but that the joys of batting considerably exceeded those of bowling, while the combination of the two arts in the highest degree is given to very few. He has certainly averaged 100 wickets a year for the last five years, but he has been distinctly more expensive, and has to trust largely to the condition of the ground. He has the ideal physique for a slow bowler, being very tall, with long arms and sinuous fingers, and a thoroughly bendable back, but he hardly relies enough on his height, so as to make the ball jump, while his leg-break is delivered from rather a crouching attitude, his arm being wide rather than high, and considerably flexed. When he is in the mood, however, there is no man who makes a greater fool of the batsman, especially the hitter who dashes in for his pet drive, and finds that the ball is all in the wrong place. It certainly is mortifying to run in to hit, and to be finally reduced to playing a strong defensive game in the middle of the pitch—such, however, has been the fate of more than one free hitter who has gone in to show his mates "how that sort of stuff should be played." There has been a bold dash from the crease, a feeble wobble in the middle of the pitch, or an undignified scurry to make ground before the slow, curving, delivery has reached the wicket-keeper. But if the bowling has gone back, the batting has pressed on with a vengeance, and there is no better left-handed batsman in the world, if we except Clement Hill, of South Australia, than Townsend. In 1898 he made five centuries, two of them in consecutive matches, but quite eclipsed this next year with nine such innings, the biggest being 224 not out against Essex, having earlier in that same month scored 181 not out against the same county; he also made two centuries in the two Notts matches, and 112 not out at the Oval for the Gentlemen. In all he had an aggregate of 2,440 runs, an average of nearly 52, and 101 victims to his bowling at the high price of 29 runs each. The pressure was not kept up last year, the bowling indeed retrograding considerably, while batting aggregate and average retired to 1,662 and 34 respectively, and the number of centuries to three, one of them made against his old Essex friends, who for once managed to get him out, however. With his tall, spare figure, Charlie Townsend makes a strange contrast to his captains, past and present, the burly W. G. Grace, and the short but compact Jessop; he makes good use of his height, however, smothering the ball in great style, but he is by no means a fast scorer: most of his runs

as with many left-handers, come with strokes in the slips, or square with the wicket; in Townsend's case the runs come by bats rather than hits, but the bats make the ball travel at a very fair pace: his on-play is not very powerful, but he has a good off-drive, rather square. As a matter of physique, one is inclined to be surprised at his playing powers, for his long spare frame looks as if it had no muscular power in it, but what he may lack in muscle he makes up in leverage, while his staying powers are of no mean order.

Next Week: J. R. Mason, J. T. Brown, W. Storer.

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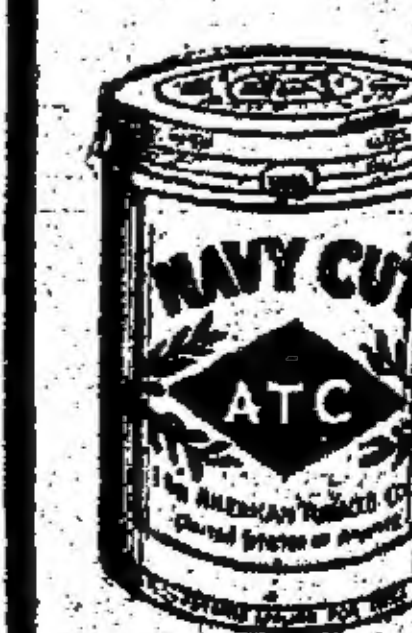
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 7, nearest Hongkong 7, midway between Hongkong and Kowloon 20, and those vessels berthed at the Kowloon Wharf 20, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT-APPLY TO	TO BE DESPATCHED
LONDON	DEVONALTON	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via Ports of Call.	COROMANDEL	Brit. str.	2 m.		P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	SPENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
BREMEN, via Ports of Call.	STUTTGART	Ger. str.	2 m.	P. Groesch	MELCHERS & CO.	On 8th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SADO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 9th inst. at Daylight.
MARSEILLES, &c., via Ports of Call.	EBIDAN	Franch. str.	2 m.	Ristorcelli	MESSAGERIES MARITIMES	On 10th inst. at 6 p.m.
MARSEILLES & LONDON	MALACCA	Jap. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On or about 10th inst.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	KAWACHI MARU	Ger. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
HAYRE, BREMEN & HAMBURG	ACHIA	Ger. str.	2 m.	z. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Rorzelius	HAMBURG-AMERIKA LINIE	On 27th inst.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
HAYRE & HAMBURG	ARABIA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 3rd October.
HAYRE & HAMBURG	HUDSON	Brit. str.	2 m.	Williamson	DODWELL & CO. LIMITED	On 9th inst.
NEW YORK via Ports & SUEZ CANAL	ARARA	Brit. str.	2 m.	Kendall	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	L. SCHEFF	Amr. ship	2 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK	ARAGONIA	Ger. str.	2 m.	Forst.	ARNDT & CO.	Quick despatch.
NEW YORK	MANUEL LLAGUNA	Amr. ship	1 m.		HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	TARTAR	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst. at Noon.
VANCOUVER, via MOJI, &c.	KANAKURA MARU	Jap. str.	2 m.	J. Alwen	DODWELL & CO. LIMITED	To-day.
VICTORIA, B.C. & Tacoma via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 19th inst. at 4 p.m.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	YASOTSE	Brit. str.	1 m.	J. W. Elstrand	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	2 m.	H. L. Allen	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.		SHEWAN, TOMES & CO.	To-morrow, at 3 p.m.
PORTLAND (OR.)	CHINA	Brit. str.	1 m.		TOYO KISEN KAISHA	On 24th inst. at Daylight.
SAN FRANCISCO via NAGASAKI, &c.	FLINTSHIRE	Brit. str.	2 m.		PACIFIC MAIL S. S. CO.	To-day, at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	Dwyer	SHEWAN, TOMES & CO.	On 8th inst. at 4 p.m.
SAN FRANCISCO	GOVERNOR	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN DIEGO, &c., via MOJI, &c.	KANAKURA MARU	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
AUSTRALIAN PORTS	FORNOSA	Brit. str.	2 m.	J. D. Andrews, R.N.R.	NIPPON YUSEN KAISHA	On 23rd inst. at 4 p.m.
AUSTRALIAN PORTS	SIBIRIA	Ger. str.	2 m.	Porzelius	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA via SHANGHAI & KOBE	NINGPO	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
YOKOHAMA & KOBE	SAKURA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
YOKOHAMA & KOBE	HAHATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 10th inst. at Daylight.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
MOJO, KOBE & YOKOHAMA	QUANTA	Ger. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
VLADIVOSTOK	QUANTA	Ger. str.	2 m.		DODWELL & CO. LIMITED	Quick despatch.
SHANGHAI	LONGMOON	Brit. str.	2 m.	Johannes	To-day, at 3 p.m.	
SHANGHAI	FAHRENHAYT	Ger. str.	2 m.	Schmidt	To-day, at Noon.	
SHANGHAI	MAIDIEUR MARU	Jap. str.	1 m.	R. T. Cook, R.N.R.	On or about 16th inst.	
SHANGHAI PORT ARTHUR & YSSTOCK	WHAMPOA	Brit. str.	2 m.	Jensen	Quick despatch.	
FOOCHOW & SHANGHAI	WHAMPOA	Jap. str.	1 m.	K. Suzuki	To-morrow.	
FOOCHOW via SHANGHAI & AMOY	DAIJI MARU	Jap. str.	1 m.	S. Jensen	BUTTERFIELD & SWIRE	To-morrow.
FOOCHOW via SHANGHAI & AMOY	MELPOMENE	Amr. str.	1 m.	T. Ogata	MITSUI BURSAN KAISHA	On 14th inst. at Daylight.
TAMU via SHANGHAI & AMOY	PERLA	Brit. str.	2 m.	Matovich	MITSUI BURSAN KAISHA	On 18th inst. at Noon.
MANILA & TRIESTE, &c., via Ports of Call.	LOONGMOON	Brit. str.	2 m.	F. J. McArthur	MITSUI BURSAN KAISHA	To-day, p.m.
MANILA	LOONGMOON	Brit. str.	2 m.	Weigall	SANDER, WIELEKE & CO.	On 9th inst. at 5 p.m.
SINGAPORE, PENANG & CALCUTTA	LOONGMOON	Brit. str.	2 m.	J. G. Spence	SHEWAN, TOMES & CO.	On 8th inst. at 4 p.m.
BOMBAY via SHANGHAI & PENANG	LOONGMOON	Brit. str.	2 m.	D. Costa	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
BOMBAY via SHANGHAI & COLOMBO	BORNDIA	Ital. str.	2 m.	T. Murai	DAVID SASSOON, SOHS & CO.	On 13th inst. at Noon.
BOMBAY via SHANGHAI & COLOMBO	HINOSHIMA MARU	Jap. str.	2 m.		CARLOWITZ & CO.	On 16th inst. at Noon.
BOMBAY via SHANGHAI & COLOMBO	HINOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.
Aug. 5, PRINCESS IRENE, German str., 6.00.
P. Wetlin, Hamburg 20th June and
Singapore 31st July, Mails and General—
MELCHERS & CO.
Aug. 5, HALLAM, French str., 377, Andersen,
Peshawar and Hobeib 3rd Aug., General—
A. E. MARY.
Aug. 5, HUB, French steamer, 703, Godinau,
Haiphong 30th July, Rice and General—
A. E. MARY.
Aug. 5, TOONAN, American str., 950, J. Blothen,
Haiphong 1st August, General—DOUGLAS
LAPRAIK & CO.
Aug. 5, WHAMPOA, British str., 1,100, Laver,
Canton 28th August, General—BUTTER-
FIELD & SWIRE.
Aug. 5, NANSHAN, British str., 1,200, Allan
Jones, Hongkong 2nd Aug., Coals—BRADLEY
& CO.
Aug. 5, SIBERIA, German str., 2,120, Pargelons,
Hamburg 21st June and Singapore 31st July,
General—HAMBURG-AMERIKA LINIE.
Aug. 5, YANGTSE, British str., 4,140, Allen,
Glasgow, Barry and Singapore 31st July,
General—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
5th August.
None.

DEPARTURES.

4th August.
PEICHING, British str., for Haiphong.
PETERBURG, German str., for Saigon.
J. DIEDERICHSEN, German str., for Hobeib.
5th August.
UMTA, British transport, for Taku.
ZENTA, Austrian cruiser, for Canton.
TAISANO, British str., for Canton.
HAILONG, British str., for Haiphong.
TSUBUGIAN MARU, Jap. str., for K'chiotszu.
TOSA MARU, Japanese str., for Seattle.

VESSELS IN DOCK.

3rd August.
ABERDEEN DOCKS.—Petrarch.
KOWLOON DOCKS.—Y. Senta, Sihan, Zeire,
Canton River, Tweed.
BOEMPOLITAN DOCK.—Colonies, Tolshan,
D. J. de Austria.

SHIPPING REPORT.

The American steamer Toonon, from Hai-
phong 1st August, had moderate winds and
fine weather till off St. Johns; thence to port
thick, squally weather.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
"LOONGMOON,"
Captain Schmidt, will be despatched for the
above port TO-DAY, the 6th inst. at Noon.
This steamer has superior accommodation for
First and Second Class Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st August, 1901. [1954]

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Black Sea, Levant, Venice and
Adriatic Ports).
THE Company's Steamship

"MELPOMENE,"
Captain Matovich, will be despatched as
above TO-DAY, the 6th August, at 5 p.m.
For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 26th July, 1901. [6]

VESSELS ON THE BERTH

FOR CHINGKIANG AND WUHU.

THE Steamship
"QUANTA,"
Captain Johansen, will be despatched for the
above ports TO-DAY, the 6th inst. at 3 p.m.,
instead of as previously notified.
For Freight, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 5th August, 1901. [1980]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above ports TO-MORROW, the 7th
inst. at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 3rd August, 1901. [1958]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.
Operating the New First Class Steamships
"INDBAVELL," "INDBAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR.), calling at SHANGHAI, NAGASAKI,
MOJO, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"
will be despatched for Portland (OR.) TO-
MORROW, the 7th August, at 3 p.m.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.
Hongkong, 31st July, 1901. [1924]

"SHIRE" LINE.

FOR SAN FRANCISCO.

THE Steamship
"FLINTSHIRE,"
Captain Dwyer, will be despatched for the
above port on THURSDAY, the 8th inst.,
at 4 p.m.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd August, 1901. [1973]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"PERLA,"
Captain J. McArthur, will be despatched as
above on FRIDAY, the 9th inst., at 5 p.m.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd August, 1901. [1972]

FOR NEW YORK.

THE 3 & 11 American Ship

"MANUEL LLAGUNA,"
will load during September and October,
sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [1768]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901
"TARTAR" 4,425 Tons Comdr. E. Beutham, R.N.R. WEDNESDAY, 14th Aug., 1901
"EMPEROR OF INDIA" Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901
"ATHENIAN" 3,882 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,
and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.
Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-
Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAIN (the Company having received the highest award for same at recent Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate
by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN"
takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage
made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 25th July, 1901. 110

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK
SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)
ACILIA HAVRE, BREMEN & HAMBURG On 9th Aug. Freight.
Capt. v. Dohren (Calling at Singapore and Colombo)
ALEXANDRIA HAVRE & HAMBURG On 27th Aug. Freight.
Capt. Roerden (Calling at Singapore and Penang)
SIBERIA HAVRE & HAMBURG On 10th Sept. Freight and
Capt. Porzelius (Calling at Singapore and Colombo)
ANDALUSIA HAVRE & HAMBURG On 21st Sept. Freight.
Capt. Ehlers (Calling at Singapore and Penang)
ARABIA NEW YORK via SUEZ CANAL On 5th Oct. Freight.
Capt. Forst (Calling at Singapore and Penang)
ARAGONIA NEW YORK via SUEZ CANAL Freight.
Capt. Forst (Calling at Singapore and Penang)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE
QUEEN'S BUILDINGS, No. 1. [1051]

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.
HAVRE, BREMEN & HAMBURG On 9th Aug. Freight.
(Calling at Singapore and Colombo)
HAVRE & HAMBURG On 27th Aug. Freight.
(Calling at Singapore and Penang)
HAVRE & HAMBURG On 10th Sept. Freight and
(Calling at Singapore and Colombo)
HAVRE & HAMBURG On 21st Sept. Freight.
(Calling at Singapore and Penang)
NEW YORK via SUEZ CANAL On 5th Oct. Freight.
(Calling at Singapore and Penang)
NEW YORK via SUEZ CANAL Freight.
(Calling at Singapore and Penang)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE
QUEEN'S BUILDINGS, No. 1. [1051]

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES AND MALACCA	E. G. Andrews	About 10th August	Freight or Passage.
LONDON	PARRAMATTA	About 16th August	Freight or Passage.
SHANGHAI	R. T. Cook, R.N.R.	About 17th August	See Special Advertisement.
LONDON, &c.	COROMANDEL	Noon, 17th August	See Special Advertisement.
YOKOHAMA via SHANGHAI and KOBE	F. W. Vibert, R.N.R.	About 23rd August	Freight or Passage.
(Passing through the Inland Sea)	FORMOSA	About 23rd August	Freight or Passage.
	J. D. Andrews, R.N.R.		

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th July, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
SADO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, & PORT SAID	FRIDAY, 9th Aug. at DAYLIGHT
MIKE MARU	MOJO, KOBE and YOKOHAMA	TUESDAY, 18th Aug. at Noon
SAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 16th Aug. at DAYLIGHT
W. Townsend	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th Aug. at Noon
T. Murai	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBE and YOKOHAMA	MONDAY, 19th Aug. at 4 p.m.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, & PORT SAID	FRIDAY, 23rd Aug. at DAYLIGHT
J. S. Thompson	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at Noon
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Aug. at 4 p.m.
N. Tate	KOBE and YOKOHAMA	FRIDAY, 30th Aug. at DAYLIGHT
KASUGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 p.m.
H. Fraser	KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 p.m.
HAHATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJO, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 p.m.
F. L. Sommer	KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 p.m.
J. W. Elstrand	KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Street.

A. S. MIHARA, Manager.

Hongkong, 5th August, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,511	J. Alwen	August 8th
BRASMAE	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Truebridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252.

Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

H

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"HOMENEUS"	On 9th August.
GLASGOW and LIVERPOOL.	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 4th September.

HOMEWARDS.		
FROM	STEAMERS	DATE
LONDON	"DEUCALION"	On 7th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLUS"	On 10th August.

(Taking Cargo at London Rates) S.S. "HOMENEUS" left Singapore on the 4th instant, a.m., and is due in Hongkong on the 9th instant a.m.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW & SHANGHAI.	"WHAMPOA"	On 7th August.
Kobe & YOKO.	"NINGPO"	On 9th August.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship
"YANGTZE"
6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1901. [1825]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship
"MAIDZURU MARU"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th July, 1901. [18]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ARARA"
Captain Williams, will be despatched for the above port on FRIDAY, the 9th inst., and will be followed by the Steamship
"ATAKA"
on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 5th August, 1901. [1828]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" About 9th Aug.
"HEATHBURN" About 15th Aug.
"JUPITER"
"MOGUL"
"KURDISTAN"
"SATSUMA"
"LENNOX"

For Freight and further information, apply to
BODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1901. [1739]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901. [19]

FOR NEW YORK.

THE 33 A.I.T. American ship

"I. F. CHAPMAN,"
shortly expected here from KORE, will load for the above port, and will have quick despatch. For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 24th July, 1901. [1667]

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
SCHERR, American ship, C. S. Kendall—Master
Caldwell & Co.
SEA WITCH, American ship, Howes—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"OHINA"	TUESDAY,	6th Aug., at Noon.
"DORIC"	THURSDAY,	15th Aug., at Noon.
"PERU"	SATURDAY,	31st Aug., at Noon.
"COPTIC"	TUESDAY,	10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY,	24th Sept., at Noon.
"GAELIC"	WEDNESDAY,	2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "OHINA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$10) gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 24th July, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALKAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"
Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st July, 1901. [7]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th July, 1901. [14]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship "ERIDAN," Captain Ristorcelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the S.S. Sinai for MARSEILLES via SUEZ.

The above steamer connects at COLOMBO with the S.S. Villa de la Ciudad, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M., Specie and Parcel until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 31st July, 1901. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th August, 1901. [17]

HONGKONG STEAMERS.

China, American str., 3,187, Seabury, July 28.

P. M. S. S. Co.

Devavongse, German str., 1,057, Teator, Aug. 2.

Butterfield & Swire

Empress of China, British str., 3,003, Archibald, July 20, C. P. E. Co.

Flintshire, British str., 2,478, Dwyer, July 20, Shaw, Tomes & Co.

Germania, Ger. str., 1,713, Bendixen, Aug. 2, Jensen & Co.

Glentworth, British str., 3,023, Webster, Aug. 4, McGregor Bros. & Gow.

Hailan, French str., 377, Andersen, Aug. 5, A. R. Marty.

Hipsang, British str., 1,040, Crockett, July 29, Jardine, Matheson & Co.

Hue, French steamer, 704, Godina, Aug. 5, A. R. Marty.

Knight Companion, British str., 4,111, Froggatt, July 28, Shewan, Tomes & Co.

Lightning, British str., 3,122, Spence, Aug. 1, David Sassoon, Sons & Co.

Loongmoon, Ger. str., 1,245, Schult, July 31, Siemssen & Co.

Maidzur Maru, Japanese str., 667, Suzuki, Aug. 4, Mitsui Bussan Kaisha.

Mauchon, German str., 4,601, Krebs, May 28, Melchers & Co.

Nashua, British str., 1,290, Jones, Aug. 5, Bray & Co.

Phra C. Klee, British str., 1,011, Morris, Aug. 3, Butterfield & Swire.

Princess Irene, Ger. str., 1,681, Wetlin, Aug. 5, Melchers & Co.

Robert Dickinson, Brit. str., 1,331, McDonnell, Aug. 2, Arnold, Karberg & Co.

Salahadi, Dutch str., 1,235, Harst, July 29, Meyer & Co.

Singapore, Ger. str., 1,245, Schult, July 31, Siemssen & Co.

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Sibiria, German str., 2,123, Pargoloz, Aug. 5, Hamburg-America Linie.

Shahin, British str., 852, H. Holton, July 9, Bradley & Co.

Tacoma, American str., 1,680, Alwen, July 25, Dodwell & Co., Ltd.

Taishan, British str., 1,122, Stovel, July 21, Bradley & Co.

Tartar, British str., 2,708, Boetham, Aug. 8, C. F. E. Co.

Tetanus, German str., 1,573, Dense, Aug. 1, Siemssen & Co.

Tingnan, British str., 1,045, Sawyer, Aug. 3, Jardine, Matheson & Co.

Toonan, American str., 950, Blethen, Aug. 5, Douglas Lapraik & Co.

Victoria, American str., 2,112, Panton, Aug. 1, Dodwell & Co., Limited.

Victoria, Swedish str., 989, Holberg, July 31, Chinese.

Whampoa, British str., 1,109, Laver, Aug. 1, Butterfield & Swire.

Yangtze, British str., 4,149, Allen, Aug. 5, Jardine, Matheson & Co.

Y. Sontau, Amr. str., 585, Gortirolo, July 13, Order.

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